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OFFER FOR SECURITY
PERSONNEL, PROPERTY AND BUSINES OF COMPANIES

China Railway Construction Electrification Bureau Group Co. Ltd
SERBIA OGRANAK BEOGRAD
and
China Railway Signal & Communication International Co. Ltd.
OGRANAK BEOGRAD

ON THE CONSTRUCTION WORKS ON RAILWAY BELGRADE – BUDAPEST, SECTION FROM NOVI SAD TO SUBOTICA

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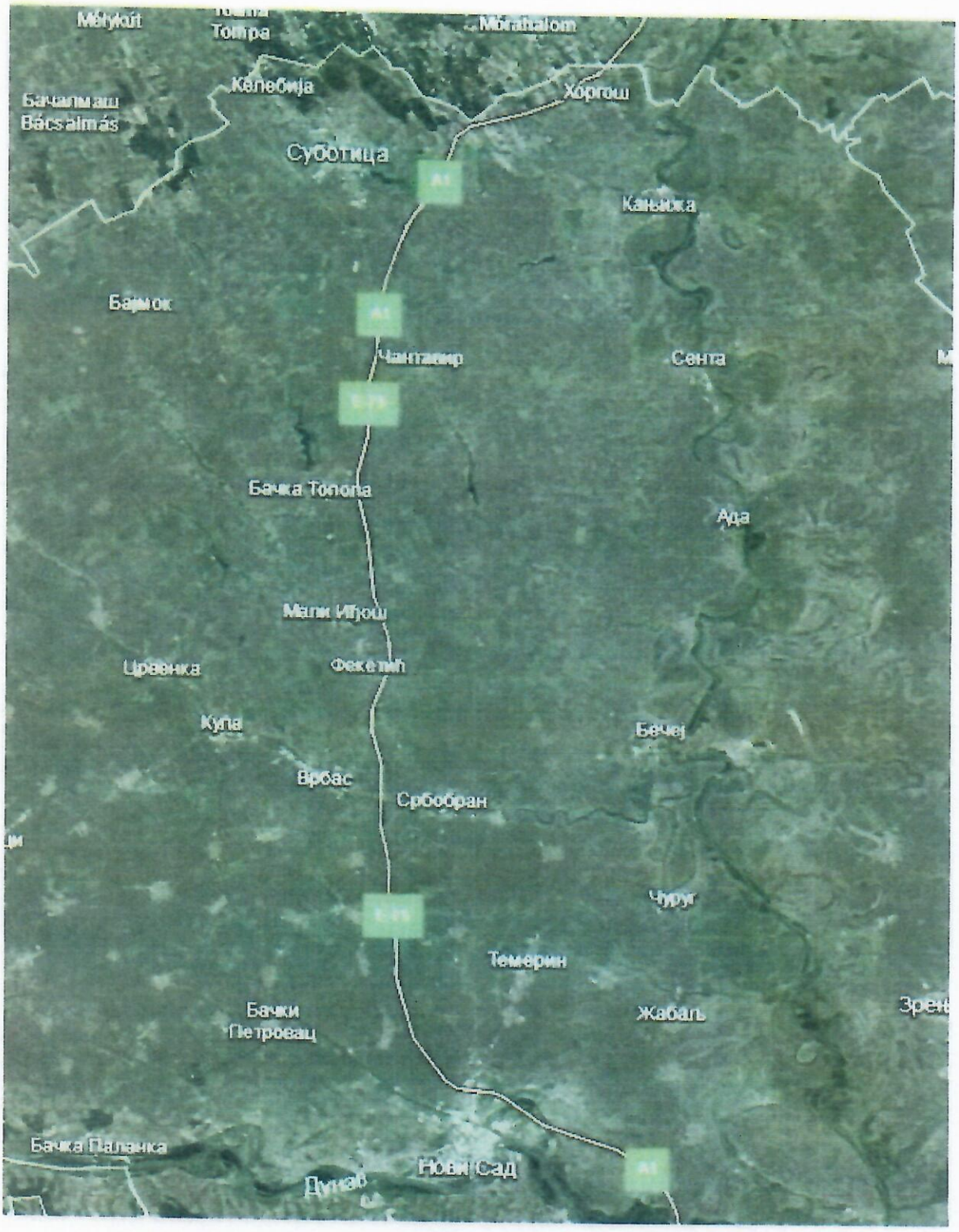
1. Subject of assessment

Subject of assessment is electrical instalation and infrastructure objects on railway Belgrade – Budapest, section from Novi Sad to Subotica.

Zone caracteristics:

- zone lenght is about 160 kilometars,



- It is open area without fences,

- Majority of area is without light,

- Technical security measures are minimal,
- There is no objects for security officers protecton,
- Electrical supply in not available everywhere,
- In security zone there are many vehicles and construction machines belonged by different companies,

- Some parts of the zone are inside settlements,

- Communications beside railway are not presented everywhere and in many cases in poor condition,
- Some parts of railway are not visible from communications.

2. Threats to the objects

- Stealing of metal parts of infrastructure (copper elements and wires are under the greatest danger.
- Possibility of fire.
- Possibility of attacks on security officers and workers from criminals that try to steal something.
- From experiences on this security zone, as the most endangered part of the zone is evaluated area from railway stations Vrbas and Backa Topola.

From the previous analize it is obvious that the great threat is on:

- Life and health of security officers and workers
- metal parts and wires of infrastructural objects

According possibility of harmful events

- Impossible events - no one
- Very low possibility - disputes with local population
- Low possibility – fire on objects
- High possibility - fire beside railway (mostly during autumn)
- Very high possibility – stealing of metal elements and wires

3. Risk identification

As the characteristic sources of the threats are recognized:

- Big security zone
- Low visibility from communications
- Settlements and public communications inside and beside security zone
- Easy disassembling of metal parts and wires.

4. Consequences assessment

There is low risk for life and health of security officers and workers, except from criminals during stealing and possibility of poisoning from smoke while fire beside railway.

Stealing can produce serious damages and delays of works.

5. Security plan

According risk assessment that will be issued, in coordination with your company, will be developed security plan for whole project.

Risk assessment document will consists of:

1. General business activities risks
2. Safety and health at work risks

3. Legal risks
4. Illegal activities risks
5. Fire risks
6. Natural disasters risks
7. Non-compilance with standards risks
8. Environmental risks
9. Human resources menagement risks
10. Evaluation
11. Conclusion and sugestions

In the security plan will be involved physical and technical security measures.

Security plan will be realized through phases, according project growing. For every phase will be organized meeting where will be, by both sides, reconciled details for every element of physical and technical security subjects and measures.

In general, we recommend that security services will be provided by **unarmed officers**.

Main security subjects will be:

- **security officers on stationary positions** (railway stations Novi Sad, Kisach, Zmajevo, Vrbas, Lovcenac, Backa Topola, Mali Idjos, Novi Zednik, Naumovicevo, Subotica)
- **motorized patrols** - 2 members team equipped with camera on sections between railway stations
- **basic technical sets** (on critical positions that are not completely visible
- **monitoring** from our control center

Security officers are doing their jobs on stationary positions by observing from the objects where they are protected from bad weather conditions and can rest for a while. From time to time, during day and night, they are going out the objects and patrol on foot around perimeter and objects that are part of the infrastructure or contain critical materials that can be stolen.

Motorized patrols are two members teams doing their jobs from cars. When there is a communication beside railway, will move permanently along road by car. In predefined periods they are going on recognized critical spots, leave the car and continue for a while to patrol on foot.

Also, where is not a way beside railway tracks, one of team members can be left on some positions as a observation post, and picked up later.

Basic equipment set for technical support include:

- 4 cameras
- wireless monitoring system
- 4 sensors
- 2 alarm devices (IR barriers)
- 1 central
- 1 outdoor siren.

6. PRICES

According conditions on the spot, situation on the security market and our agreements on preparation meetings, we decided to decrease previous prices:

Nº	Type of security	Price per hour (EUR)
1.	Security officer - stationary position	6,60
2.	Motorized patrol - 2 members of team equipped by camera All vehicle costs are included (fuel, maintenance, amortization) (one person in patrol cost 10.50 EUR/hour)	21,00
3.	Foot patrol - one security officer	7,00
4.	Project security manager All vehicle costs are included (fuel, maintenance, amortization)	7,39

Cost of heating and electric supply will decrease when weather is warmer and days longer.

Nº	Type of security	One possition price per hour (EUR)
5.	Observing from control center in Belgrade and from security officers on positions (for basic set, in case a bigger set is required cost will rise)	5,18

Nº	Only once costs	Price (EUR)
6.	Total costs of assembling basic technical equipment set (disassembling when services finished)	200.00

All costs are presented in EUR without taxes. Invoices will be issued in RSD based on middle exchange rate of National Bank of Serbia on the day when envoy is issued.

We are ready to discus all issues of the future contract.